



Grease should be replaced every 12,000 miles or 12 months. Prior to repacking bearings, all old grease should be removed from the wheel hub cavity and bearings. Bearings should be packed by machine if possible. If a machine is unavailable, packing by hand method is acceptable. The method to pack bearing cones is as follows:

1. Place a quantity of grease onto the palm of your hand.
2. Press a section of the widest end of bearing into the outer edge of the grease pile closest to the thumb forcing grease into the interior of the bearing between two adjacent rollers.
3. Repeat this while rotating the bearing from roller to roller.
4. Continue this process until you have the entire bearing completely filled with grease.
5. Before reinstalling, apply a light coat of grease onto the bearing cup mating surface.



## ***Installation/Adjustment***

Note: excessive bearing end play can cause an ABS Sensor fault

◆ For ABS installation:

- A. Assure that the ABS sensor is pushed fully into its retainer clip. (Sensor tip is as far outboard as possible.)
- B. Install hub and drum squarely to the spindle centerline so that the exciter ring inside the drum will contact the sensor tip and push it back to the proper sensor to exciter ring running clearance. (Gap should not exceed 1/16" inch.)
- C. Proceed with step 1.

1. Install the bearing and washer into the hub. Thread on the inner nut, rotate the hub and tighten the nut until the hub will not rotate. This requires a minimum of 100 ft-lb. of torque.
2. Loosen the nut to remove preload torque.
3. Hand tighten the nut and back it off ¼ to ⅜ turn.
4. Place the tang washer on the spindle and bend one tang inward over the nut. This will keep the inner nut from turning while torque is applied to the outer nut.
5. Install the outer nut and torque it to 225-250 ft-lb. Insure

that the inner nut does not turn . Bend two tangs from the tang washer over the outer nut flats to secure.

6. Install cap with the o-ring and plug installed. Rotate the hub and check the bearing adjustment. The allowable end play is .001" - .010".



**DANGER!**

***FAILURE TO BACK OFF THE INNER ADJUSTING NUT COULD CAUSE BEARING AND AXLE SPINDLE OVER-HEATING OR DAMAGE, WHICH COULD RESULT IN THE WHEEL LOCKING UP OR COMING OFF DURING VEHICLE OPERATION.***



**DANGER!**

***FAILURE TO TORQUE THE OUTER LOCKNUT PROPERLY COULD CAUSE THE WHEEL TO COME OFF DURING VEHICLE OPERATION WHICH COULD RESULT IN PROPERTY DAMAGE OR LOSS OF LIFE.***

### **Oil Lubrication**

If your axles are equipped with oil lubricated hubs, then your lubrication procedure is to periodically fill the hub with a high quality hypoid gear oil to the level indicated on the clear plastic oil cap. The oil can be filled through the rubber plug hole in the cap.

### ***Recommended Wheel Bearing Lubrication Specifications***

**Grease:**

Thickener Type ..... Lithium Complex  
 Dropping Point ..... 230°C (446°F) minimum  
 Consistency ..... NLGI No. 2  
 Additives ..... EP, Corrosion & Oxidation Inhibitors  
 Base Oil ..... Solvent Refined Petroleum Oil  
 Base Oil Viscosity ..... @40°C (104°F) 150cSt(695 SUS) Min.  
 Viscosity Index ..... 80 Minimum  
 Pour Point ..... -10°C (14°F) Minimum

